Nothing Compares
NORTH CAROLINA

January 4, 2016

House Select Committee on Strategic Transportation Planning and Long Term Funding Solutions, Primary System Subcommittee

Mike Holder, Patrick Norman

Agenda

- Primary Road System Overview
- Corridors Overview
- I-95 Overview

Primary Road System Overview

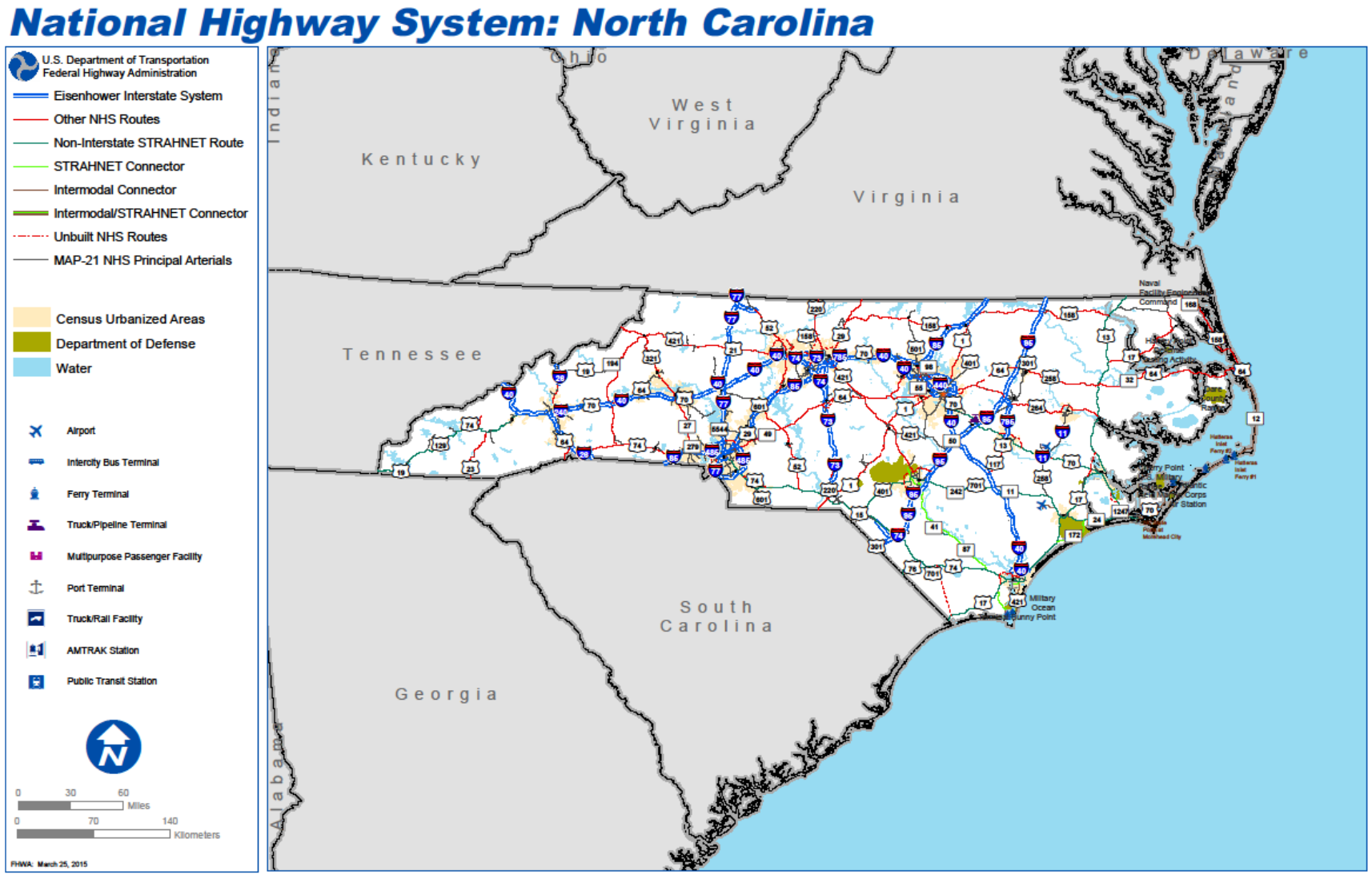
Mike Holder

Primary Routes in NC

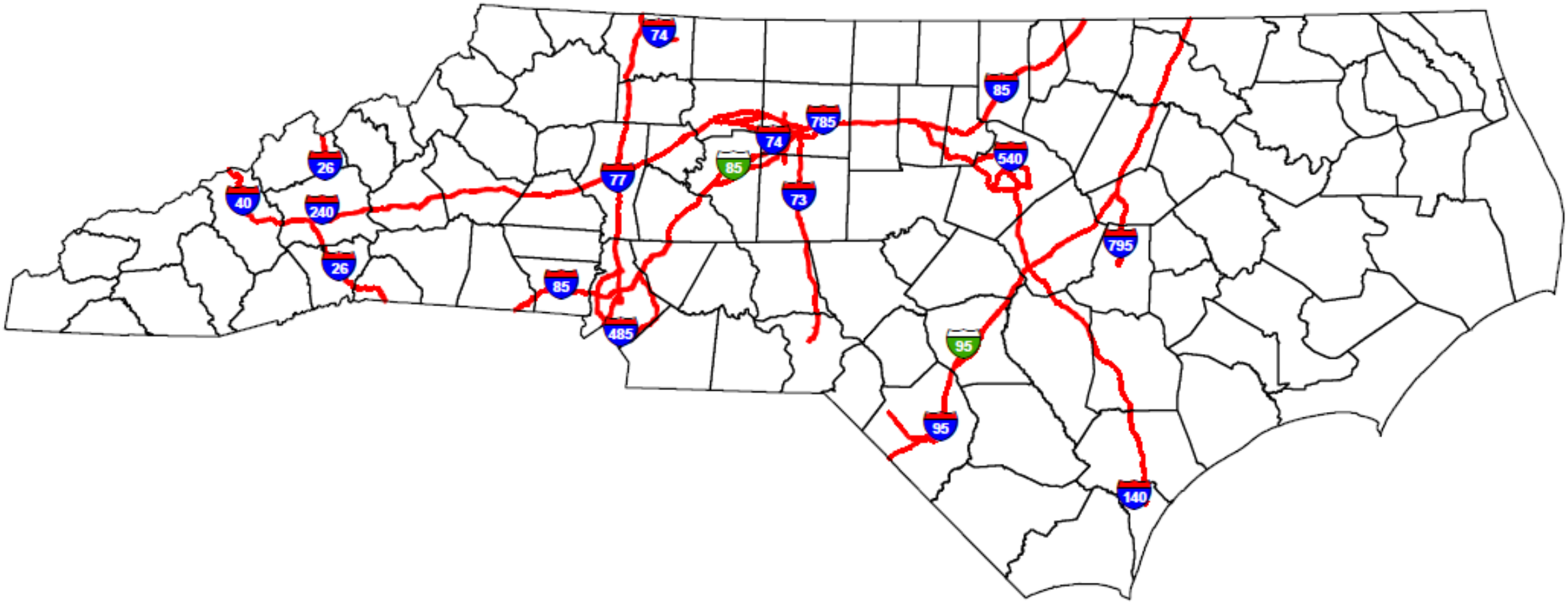
	Interstates	US Routes	NC Routes	Total Primary
Description	Maximum Mobility, Long Distance Travel, Full Control of Access	Varying Degrees of Mobility and Access Control	Varying Degrees of Mobility and Access Control	
Example Routes	I-40, I-85, I-95	US 70, US 64, US 421	NC 98, NC 55, NC12	
Lane Miles	6,272 miles	16,430 miles	18,340 miles	41,042 miles
Centerline Miles	1,326 miles	5,566 miles	8,170 miles	15,062 miles

*The primary system carries approximately 70% of overall traffic.
*Approximately 70% of highway projects funded through P3.0 are on the primary system

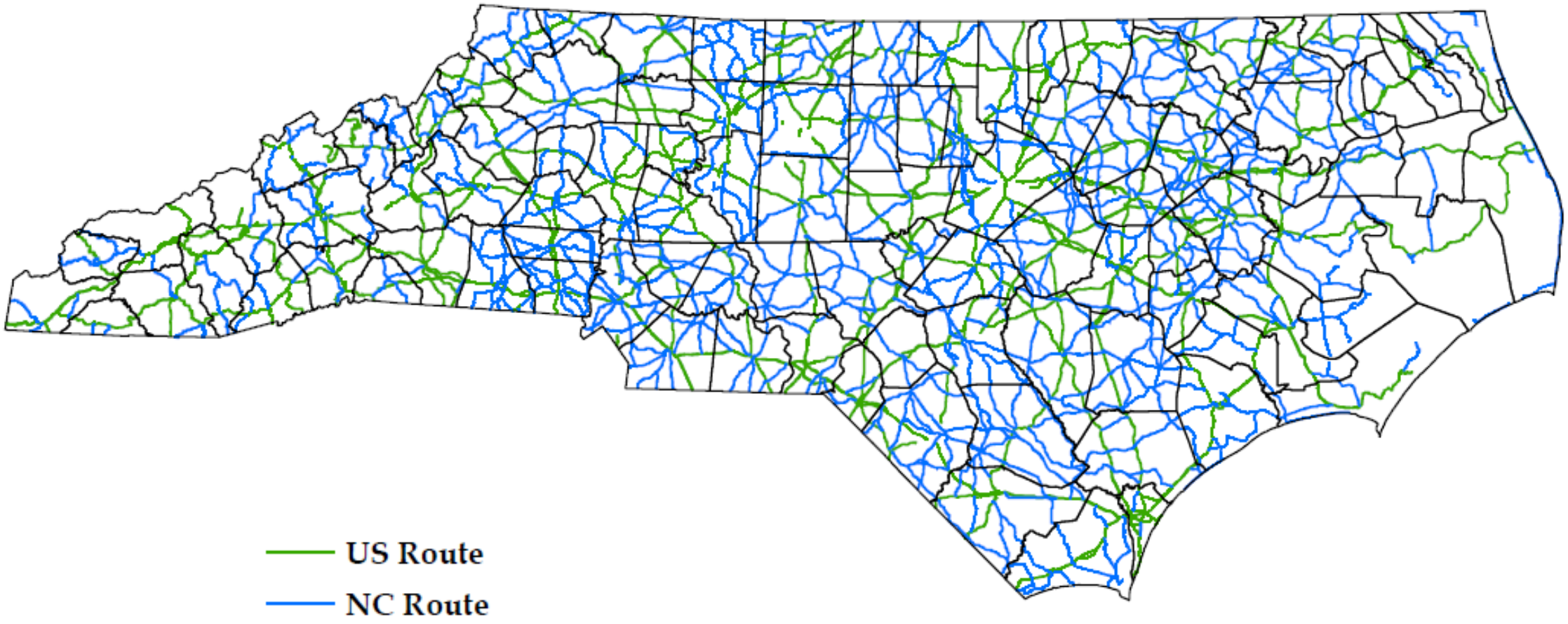
National Highway System - North Carolina



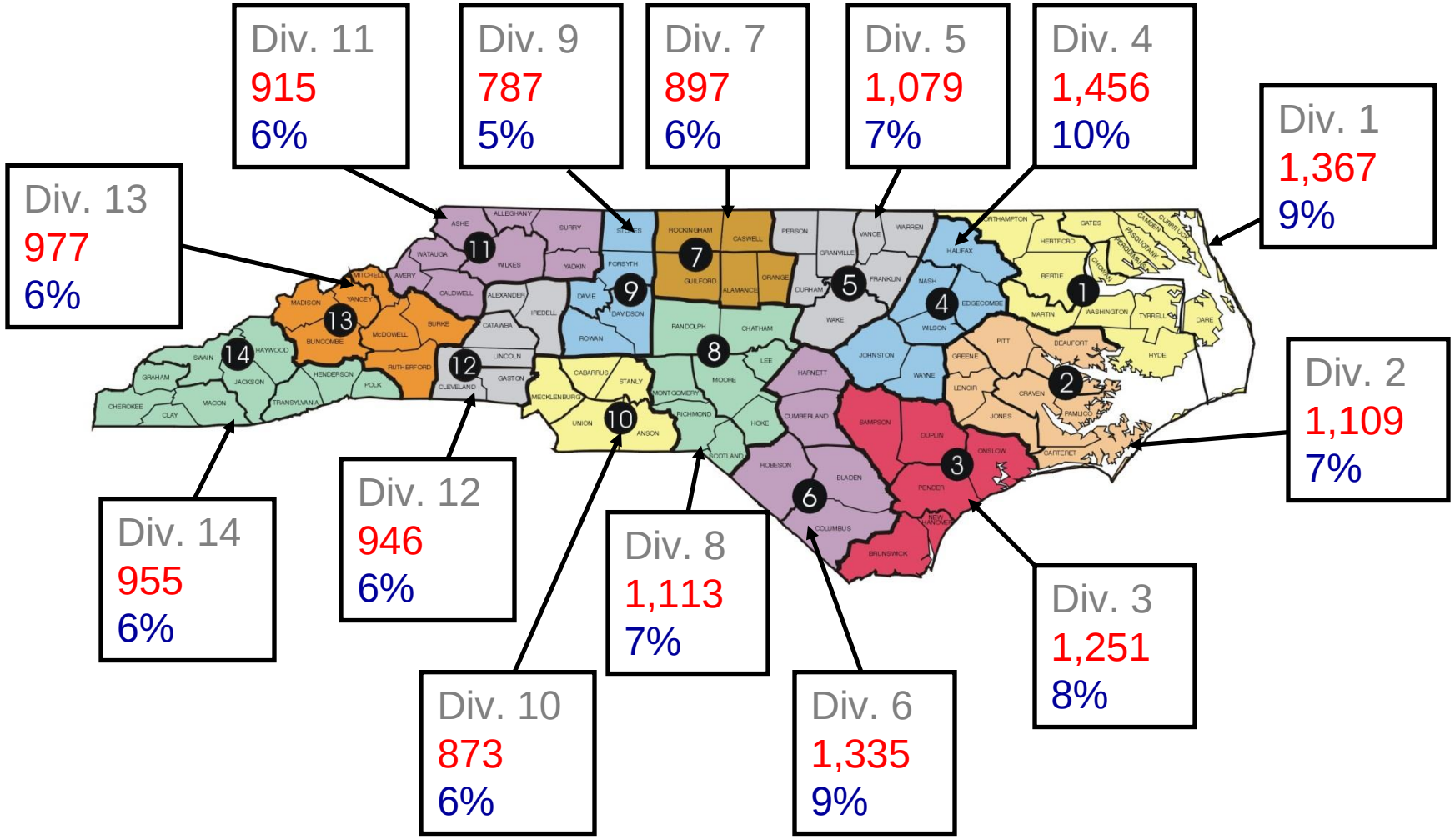
North Carolina Interstate System



North Carolina US & NC Routes



Division Distribution of Primary Roads (Centerline Miles)



Primary System Maintenance Allocations

	Primary	Secondary	Total
Pavement Preservation	**$4M**	$96M	$100M
Contract Resurfacing	**$209M**	$258M	$467M
Maintenance	**$144.5M**	$306M	$450.5M
Secondary Road Paving Program	**N/A**	$12M	$12M

Primary System – Current Bridge Statistics

PRIMARY SYSTEM: 5,247 BRIDGES			
FUNCTIONALLY OBSOLETE		**STRUCTURALLY DEFICIENT**	
1,186 BRIDGES	**22.6%**	**404** BRIDGES	**7.7%**
FUNCTIONALLY OBSOLETE: *BRIDGES ARE THOSE THAT NO LONGER MEET CURRENT DESIGN STANDARDS*		**STRUCTURALLY DEFICIENT:** *BRIDGES THAT HAVE DETERIORATED TO POOR CONDITION*	

SD GOALS

10%

STATEWIDE

5%

PRIMARY

15%

SECONDARY

Bridge Program

2016-2017 BRIDGE PROGRAM			
SFY 2016 **$210.5 MILLION**		**SFY 2017** **$242 MILLION**	
241 REPLACEMENTS		**250*** REPLACEMENTS	
% SD EFFECT	-2.9%**	% SD EFFECT	-2.5%**

REPLACEMENTS FUNDED IN
95 of **100**
COUNTIES

Primary system
2016: 15 bridges
2017: 17* bridges

* Because the 2017 program is still being developed, the handout shows 209 bridge replacements; NCDOT anticipates approximately 250 total replacements when the 2017 program is finalized.

**** Decrease in SD bridges does not take into account additional bridges that will become SD during these construction years.**

I-40 – Buncombe County

I-485/I-85 Turbine Interchange – Mecklenburg County

US 70 – Craven County

US 64 – Wake County

NC12 – Dare County

NC55 – Wake County

NC90 – Caldwell County

Corridors Overview

Patrick Norman

What is a Corridor?

- National Highway System- High Priority Corridors
- Interstates/Future Interstate Corridors
- STRAHNET
- Strategic Transportation Corridors

National Highway System – High Priority Corridors

- I-73/Future I-73 Corridor
- I-74/Future I-74 Corridor
- Raleigh/Norfolk Corridor (through Rocky Mount, Williamston, and Elizabeth City)
- US 29 Corridors (Greensboro to Washington, DC)
- US 117/I-795 Corridor (US 70 in Goldsboro to I-40 Sampson County)
- US 70 (I-40 in Garner to Port of Morehead City)

** All Interstates are considered to be routes of the highest importance on the National Highway System

Strategic Transportation Corridors: Vision

To provide North Carolina with a network of high-priority, multimodal transportation corridors and facilities that connect statewide and regional activity centers, to enhance economic development, promote highly-reliable, efficient mobility and connectivity, and support good decision-making.

Strategic Transportation Corridors: Goals

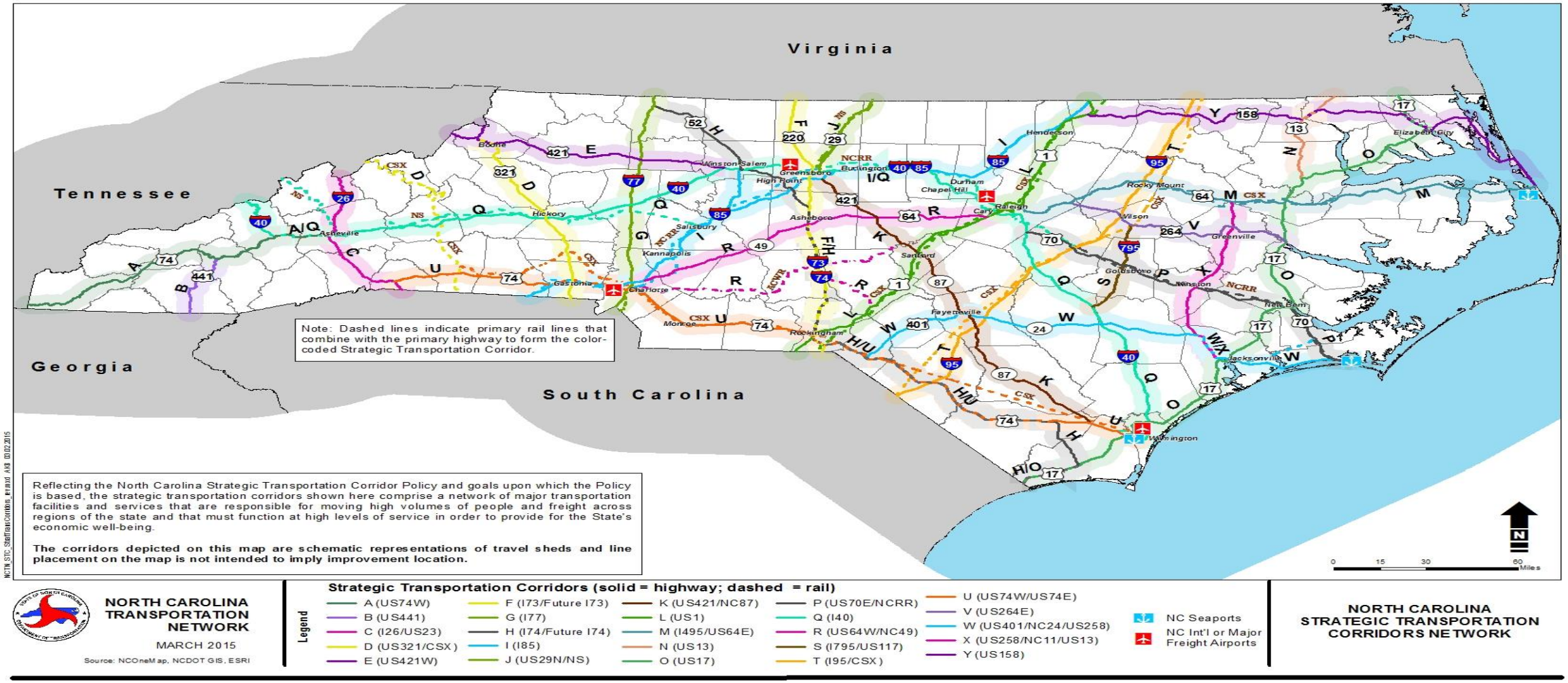
- The backbone of North Carolina's transportation system, a critical network of multimodal corridors that:
  - System Connectivity
  - Mobility
  - Economic Prosperity

How are Strategic Transportation Corridors Used?

STCs are a planning tool, supporting multiple NCDOT activities:

- Long Range Transportation Planning, by defining corridors with the highest levels of statewide interest
- Project development, by providing system-level input to establish need for a project
- Access management (Driveway Permitting), by establishing corridors needing high levels of access control to preserve mobility

North Carolina Strategic Transportation Corridors



Strategic Transportation Corridor List

Strategic Transportation Corridors

Corridor	Name	Limits
A	US 74W	TN State Line in Cherokee County to I-26 in Asheville
B	US 441	GA State Line to US 74 in Jackson County
C	I-26/US 23 W	GA State Line to TN State Line
D	US 321/CSX Main Line	SC State Line to TN State Line
E	US 421 W	TN State Line to I-40 in Forsythe County
F	I-73/Future I-73	SC State Line to VA State Line
G	I-77	SC State Line to VA State Line
H	I-74/Future I-74	SC State Line to VA State Line
I	I-85/NCRR	SC State Line to VA State Line through the Piedmont Crescent, with US 52 spur from Lexington to Winston-Salem
J	US 29/NS Main Line	Guilford County to VA State line
K	US 421/NC 87	Brunswick County to Guilford County
L	US 1	SC State Line to VA State Line
M	I-495/US 64E	Wake County to Dare County
N	US 13	US 17 in Bertie County to VA State Line
O	US 17	SC State Line to VA State Line
P	US 70E/NCRR	Wake County to Port at Morehead City
Q	I-40/NCRR	TN State Line to Research Triangle and Port at Wilmington
R	US 64W/NC 49/ACWR	Mecklenburg County to Wake County
S	I-795/US 117	I-95 in Wilson County to I-40 in Sampson County
T	I-95/CSX Main Line	SC State Line to VA State Line
U	US 74W/US 74E	I-26 in Polk County to Mecklenburg County and to SC State Line in Brunswick County
V	US 264E	US 64E in Wake County to US 17 in Beaufort County
W	US 401/NC 24/US 258	I-74 in Scotland County to Cumberland County to Port at Morehead City
X	US 258/NC 11/US 13	US 17 in Onslow County to Pitt County to US 64E in Edgecombe County
Y	US 158	I-85 in Vance County to US 64 in Dare County

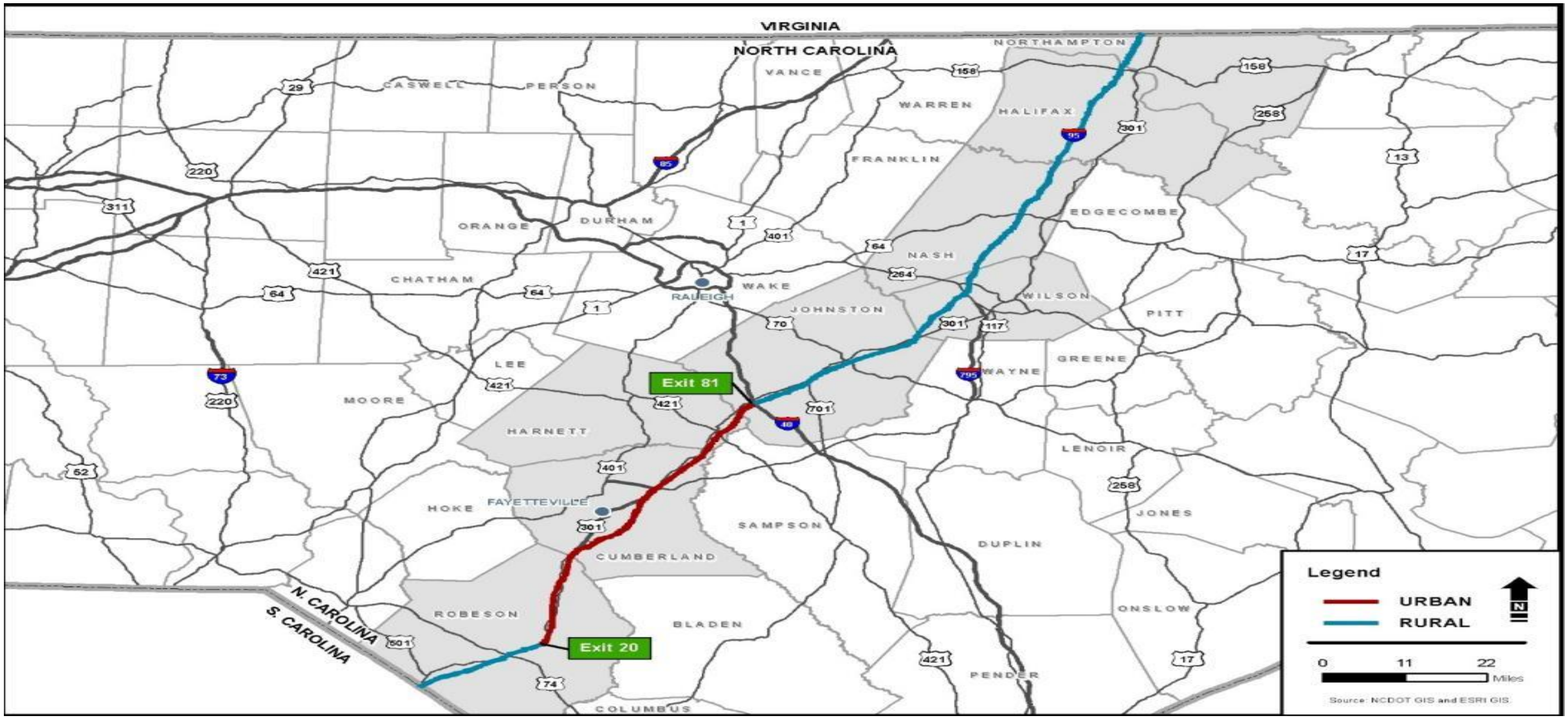
I-95 History & Overview

Mike Holder

History of I-95

- Primary corridor for eastern seaboard, crosses 8 counties with a total of 181 miles in NC
- I-95 traverses three NCDOT Highway Divisions: 1, 4, and 6
- Corridor is largely rural, but does pass through two MPOs: Fayetteville/Cumberland, and Rocky Mount/Nash-Edgecombe
- 30,000-50,000 vehicles per day; primary freight corridor (+/-20% trucks)
- Majority of I-95 was built in the 1950s and 1960s, and other than the “new” section around Fayetteville (now 20 years +/-), little has been done
- I-95 has high improvement needs due to:
  - Growing recurring congestion
  - Extreme delay during peak holiday season
  - Above average crash rates
  - Declining structural sufficiency and life of bridges and pavement

I-95 Study Map

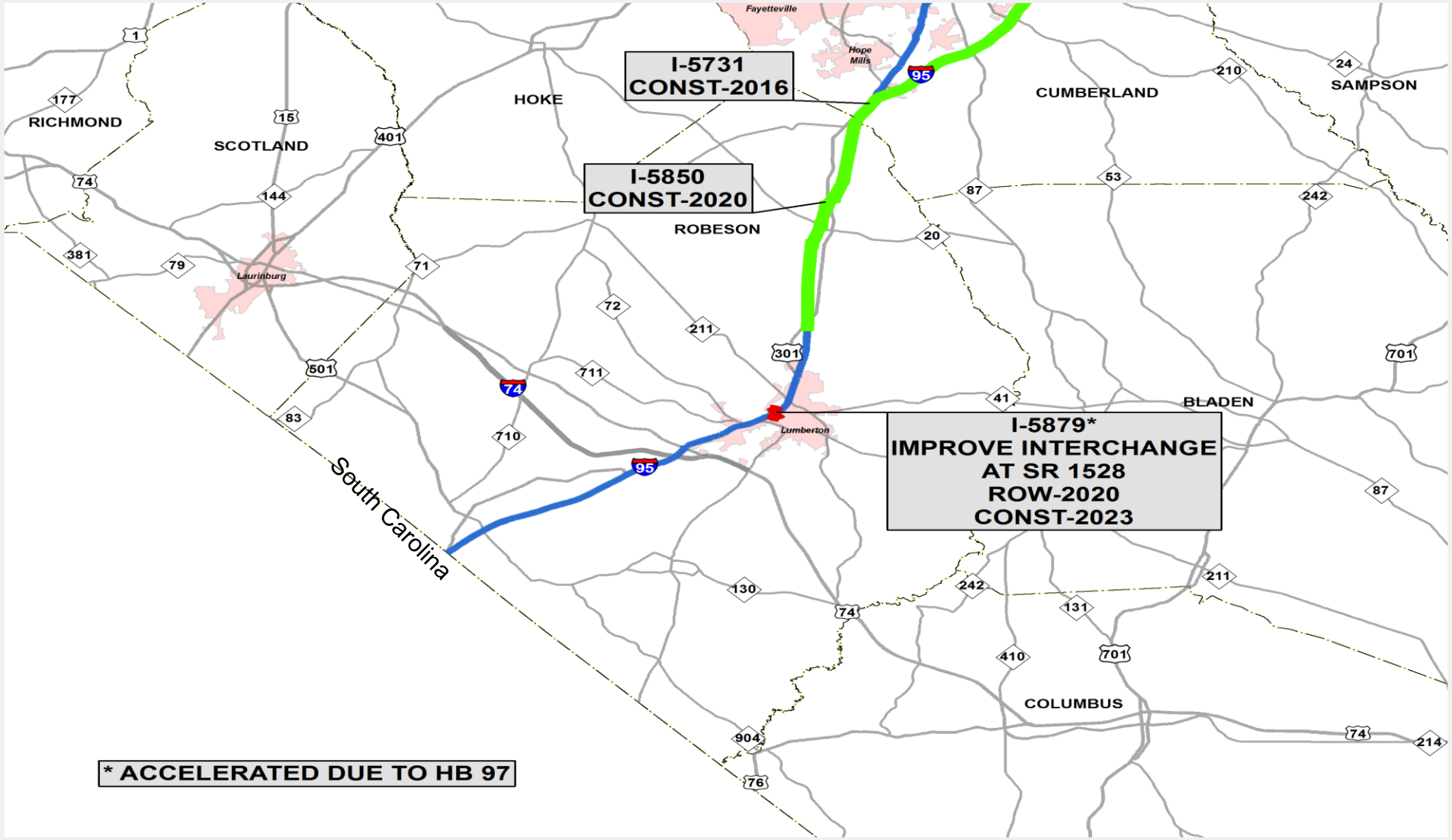


Capital Cost for Rehabilitation and Capacity Expansion, $5,113 M (2015 $)

I-95 & State Transportation Improvement Program

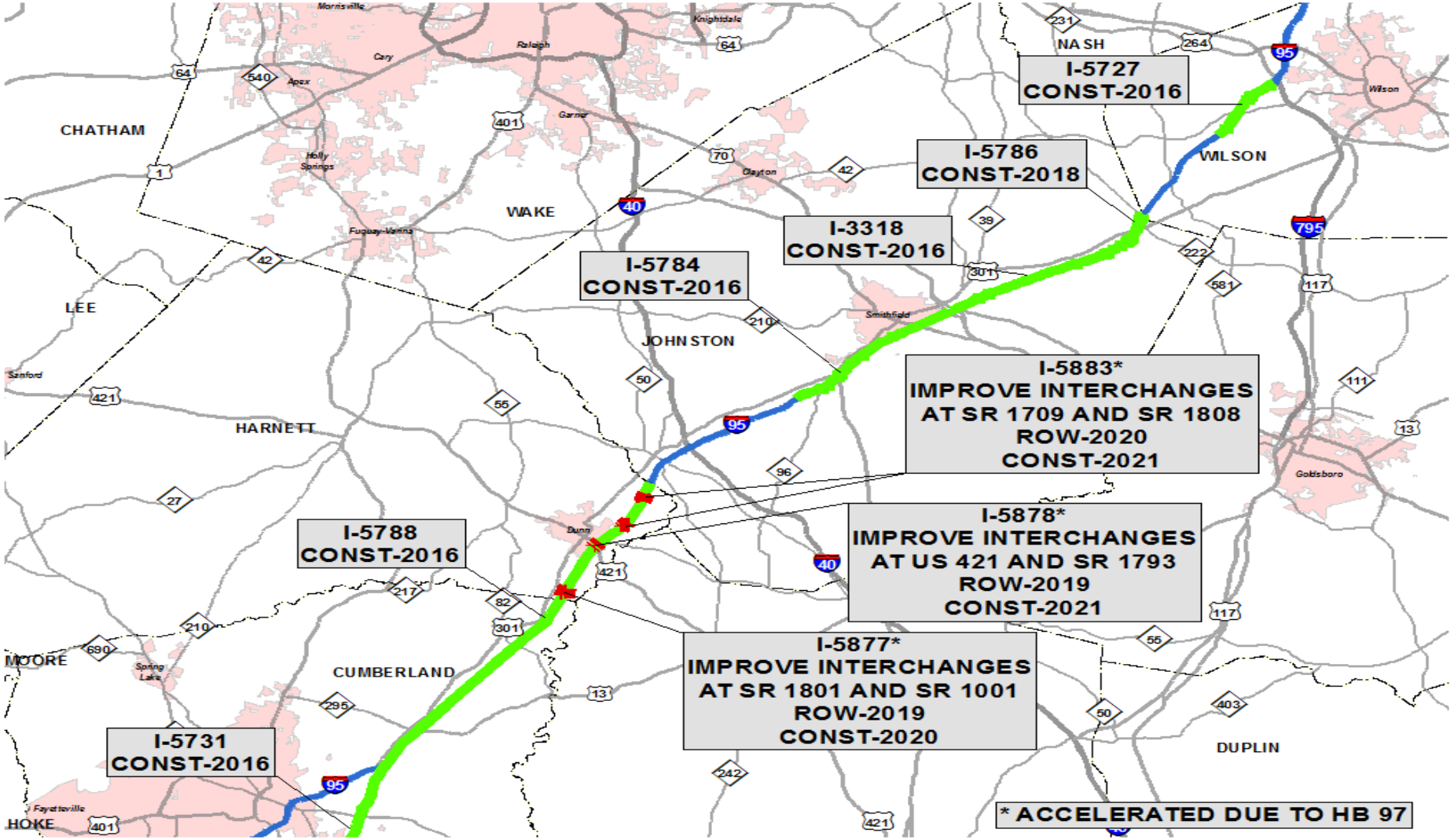
- $172M programmed in current STIP for pavement rehabilitation and improvements to 5 interchanges
- $77M in the 5 year program
- I-95 projects submitted for scoring under P4.0 total ~$2.5B

I-95 Programmed Projects



Green projects are pavement rehabilitation

I-95 Programmed Projects



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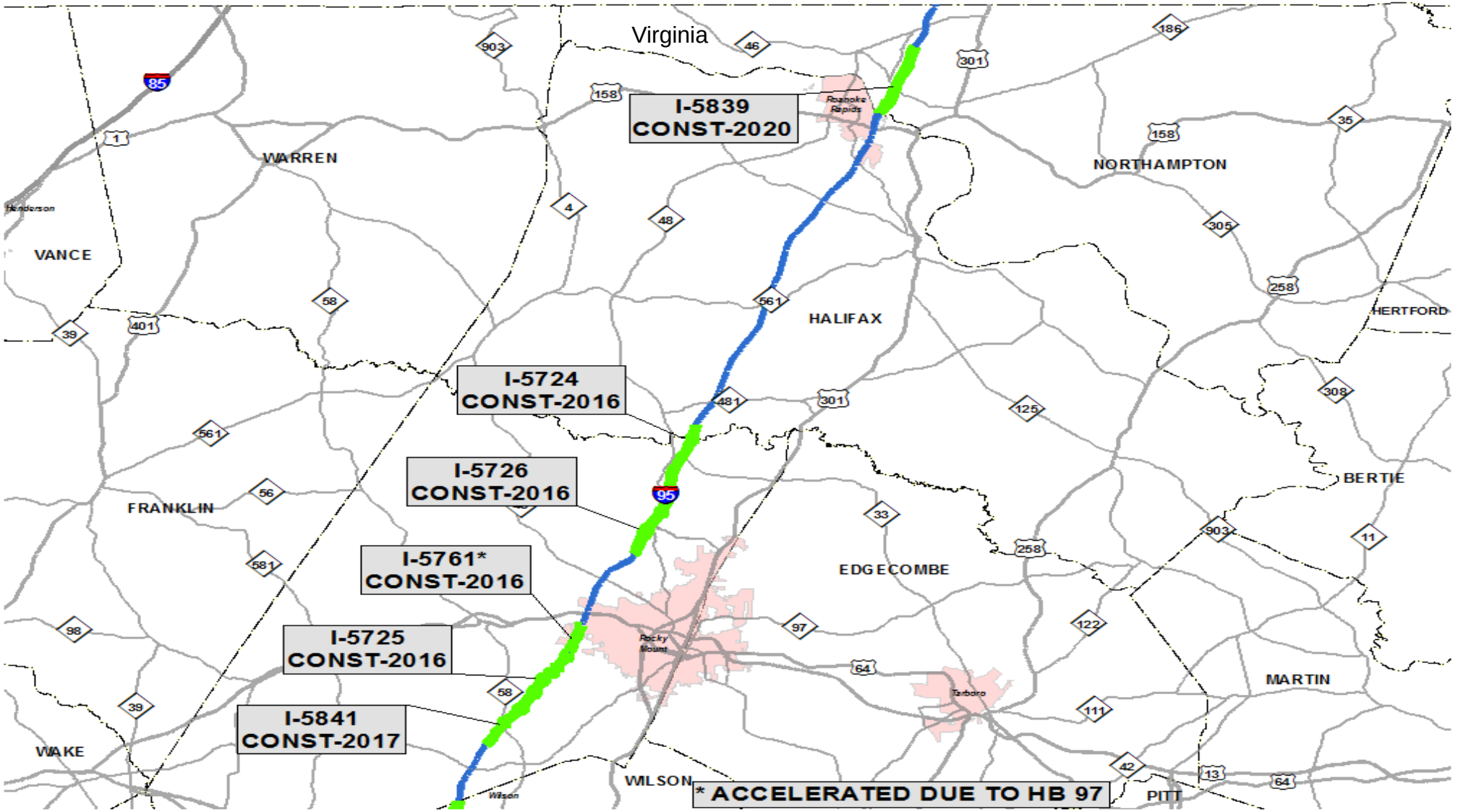
I-95 Programmed Projects



Green projects are pavement rehabilitation

I-95 Study Timeline

- 2002 – SB 98 (Session Law 2002-180, Section 17), NCDOT to study tolling I-95 corridor
  - October 2003 – Completed Feasibility Study of Tolling I-95

- 2005 – Amended G.S. 136 to include Tollways on Federally Funded Highways Designated as Interstates
  - January 2006 – NCDOT applied for Interstate Rehabilitation and Reconstruction Pilot Program (ISRRPP)
  - June 2006 – NCDOT applied for I-95 under Value Pricing Pilot Program

I-95 Study Timeline

- 2006 to 2007 – Corridors of Future Program Activities
  - Five states – VA, NC, SC, GA and FL

- 2009 to Present – I-95 Planning and Finance Study
  - 2010 – Tolling at Borders Assessment
  - 2011/2012 – Entry into ISRRPP
  - 2012 – Environmental Assessment
  - 2013 – Economic Assessment
  - 2014 – Express Lane Assessment

Interstate System Rehabilitation and Reconstruction Pilot Program (ISRRPP)

- ISRRPP authorized three states to test complete tolling on an Interstate highway corridor
- In 2012, NCDOT applied for and gained one of three provisional slots
- Basis for application: insufficient “traditional revenue” to fund capital and O&M needs

Key ISRRPP Changes in FAST Act

- FAST sets timeline for advancing projects
  - For existing candidates, one year from FAST enactment (12/4/2015)
  - Allows one year extension at discretion of USDOT (12/4/2016)

- ISRRPP requirements remain the same: NEPA clearance; funding and financing commitments; expressions of support; Facility Management Plan